Amendments to the Specification:

Please add the following page after page 8 of the Specification, replacing the first partial paragraph on page 10.

By using a gear train with a worm 50 and several cogs, there is a high mechanical advantage in favour of the motor 27 and very little power is required to drive the cam 30a.

The motor clutch is shown in more detail in Figure 14. The cog 52 is mounted at one end of a shaft 60. This shaft 60 passes through the cog 51 and at the other end of the shaft 60 there is a setting cap 61. The cog 52 has castellations 53 which engage between castellations 63 of cog 51. In use a compression spring is fitted in the gap 64 between the cog 51 and the cap 61.

When the motor is actuated by pressing the button 13 on the fob 14, to drive the arm 28 between positions, the inter-engagement of the castellations cause the various components to move. However when the arm 28 reaches the limit of its travel, continued driving movement of the motor causes the castellations to ride over one another. This produces a change in the current drawn by the motor which can be readily and repeatedly detected so that control components on the printed circuit board 26 cut off power to the motor.

The purpose of the main clutch assembly is to enable the cam 30a to be rotated manually by the override knob 19, if desired.

The main clutch assembly shown in Figure 1 and operates purely on a friction basis. The tooth component 55 and the cam 30a are urged together by a wave spring which fits into the gap 70. The wave spring is held in place by a washer 71 and circlet 72. There is normally sufficient friction between the two components for the necessary drive motion to be imparted. However, if the knob 19 is rotated manually, the components slip so that it is still possible for the knob 19 to be used to rotate the cam 30a.

Reduction of the likelihood that a small child can open the door is reduced by providing a toothed connection 73, 74 (see Figure 13) between a tooth component 75 of the knob and the cam 30a. Normally these teeth are out of alignment and the knob can only be used to operate the locking mechanism by first pushing the knob inwardly to engage the teeth 73 with the teeth 74.